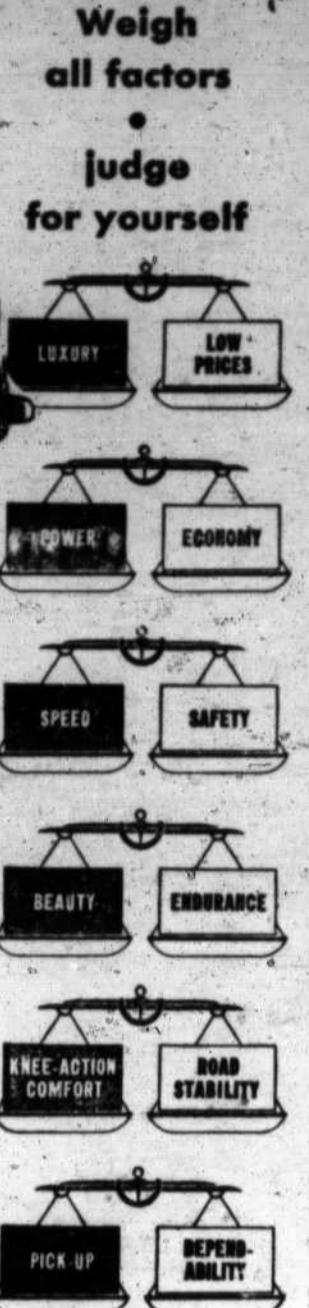


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THE new Master De Luxe Chevrolet brings you a perfect combination of the most desired motor car advantages of the day. Yet it sells at much lower prices and gives much greater operating economy than any other motor car you would think of comparing with it! See this car—drive it—at your earliest convenience.



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Master De Luxe CHEVROLET REXRODE CHEVROLET COMPANY
 Mariinton, West Virginia

Greenbrier College—1935—Summer Session
 June 8 to July 20

1. Courses of study planned to meet the requirements for Standard Normal Certificate.
2. Special Summer School faculty selected from qualified teachers with public school experience and a proven ability.
3. Observational and Directed Teaching courses given at the Davis-Stuart School every morning from 8:30 to 12:30.
4. Schedule of classes same as last year.
5. Course in Dramatic Art and Speech given with special emphasis upon needs of grade teachers. This will be given by Muriel Ratcliff Bartholomew.
6. Six semester hours credit obtainable. Two additional hours for those completing the eight weeks course.
7. Registration is at Carnegie Hall, Saturday, June 8, at nine o'clock. All members of the faculty will be present to assist with the registrations. Classes begin Monday morning, June 10th, at 8:30 o'clock.

Full information, address, Director, Summer School, Greenbrier College, Lewisburg, West Virginia.

Notice To Taxpayers
 1934 Taxes.

Under the new law of Legislature all (both real estate and personal property) delinquent taxes are to be published in June. Please pay now and save the cost of publication as well as the embarrassment of being levied upon if it becomes necessary. The books for the Greenbank District are at R. O. Crowley's at Greenbank. The books for the other districts are in the office at Marlinton.

R. W. Buzzard, Sheriff
 of Pocahontas County

quick to use them whenever they could serve their purpose. The earlier roads were used almost wholly as bridge paths, the usual mode of travel being horse back and the pack saddle being the usual mode of transporting goods. (Horses were plentiful in the pioneer days, more than at the present time. The assessment as shown by the records of the Annals of Bath County, of which the Greenbank community was a part from 1791 until 1821, records the fact that in 1782, when under the regime of Augusta County, with George Poage as District Assessor, lists for Jacob Warwick 80 head of horses; William Warwick 22 head of horses; Alexander Dunlap 44 head of horses. Jacob Warwick lived at Dunmore at that time, and owned 340 acres of the Ulrich Hevener estate on D. O. Creek; William Warwick owned 9.0 acres at the forks of Deer Creek and Alexander Dunlap's property was at Clover Lick. In 1791, when Bath County was organized, Samuel Vance was the first Assessor of the first District which included the Greenbank community; of the 476 taxable people listed owned 1376 horses, 4 carriages, and 132 slaves. The Grand total for Greater Bath County, 17thables, 790, owned 2040 head of horses 176 slaves and 4 carriages.) Nevertheless, now and then, there was a pioneer who had a wagon, and the more important roads had to be widened enough to permit the use of a vehicle; some portions of the aboriginal highways and the pioneer bridge paths still exist in the form of County Roads and the State Highway. Laying out such roads the pioneers followed the trails that the Indians had made. For long generations the Red men had followed the same paths beating them smooth and deep in the forest earth, and the pioneers of the Greenbank community recited the fact that the old Indian trails or roads appeared to diverge in every direction from the vicinity of the forks of Deer Creek. It appears that this section of the country was a special meeting place of the Indians in prehistoric times. Some mystery seems to envelop the "Mine Bank" and the "Furnace Hollow." The Furnace Hollow is situated on the north side of the Deer Creek on the Little Mountain side, formerly on the lands of the pioneer Warwicks, now on the lands of Willie Sheets. A score of more of furnaces or inclosed fire places were built near the mouth of the hollow; they look like piles of rocks now. The pioneers never knew the purpose of the furnaces, but learned from the Indians that some profound secret appeared to overshadow the Mine Bank and the Furnace Hollow.

When the Indians saw the pioneers building the Warwick Fort at the forks of Deer Creek they were exasperated and many skirmishes occurred afterwards when they saw they were going to lose their old camping, hunting and fishing grounds. We have it by a direct line of tradition, that a band of about thirty or forty Indians returned to their old camping ground near the Mine Bank, on a Friday mornig, which may have occurred about the year of 1800. Any way it did not occur until after "Mad" Anthony Wayne had brought about a treaty with the Indians in 1795. These Indians were old warriors, with their wives and some boys. Their camping place was on the lands of Andrew Warwick, in his sugar orchard, which is now owned by Gratz Slaven, and may have been near the location of the Fraternal Park. One line of tradition of the return of the Indians, to the vicinity of the Mine Bank is, that Elizabeth Warwick, daughter of the pioneer John Warwick, who became the wife of John Slaven, on April 3, 1773, was living on the Greenbrier River near the town of Frank; in company with her daughter, Annie Slaven decided to spend a few days with her brother, Andrew Warwick. Upon their arrival their horses became terribly frightened when they rode into the camp of the Indians, but their

own fear was soon assuaged when they saw some white folks standing near by and learned that the Indians were not on the war path. The Indians were running around on the ground watching the boys shoot birds from the tops of sugar trees, with bow and arrows. The Indians said they were passing through the country, visiting for the last time the graves of their fore fathers. At least they left that impression on the minds of the early settlers.

Many prospectors have visited the "Mine Bank" and the "Furnace Hollow" with maps or plans showing the delineations of the vicinity of the junction of the North Fork and Deer Creek, the Mine Bank and Furnace Hollow. The maps appeared to divulge the fact, that upon finding a certain keystone or rock by a given bearing therefrom, would lead the way to some hidden treasure, mineral or some natural compound of metal, or other treasure. But however, the enigma that enshrouds Mine Bank, is left for the writer of romance. Within the past twenty years the Mine Bank has been known to catch on fire twice and emit fire and smoke and burn for a year at a time. The Mine Bank is first mentioned in the records, in giving the local description of the Thomas Cartmill patent, bearing date of June 1780, and is called for near the point where the bank catches on fire.

Carrying by pack horses, however, had become a great business, in the pioneer days and the horse owners were very angry when the wagons began to take away their trade.

The first wagons were built very large and strong, to carry freight, and was drawn by four and sometimes six horses. These wagons were unusually long and the beds curved upward at the ends, so that inside, and out they were shaped somewhat like a canoe, the advantage of this was that the loads did not slide, but rode steadily when the wagons went up and down steep hills. The wheels were very large and had wide tires, so that the heavy loads would not cut the roads. They were painted blue and red and covered with a canopy of cloth, so that they looked like the "prairie schooners" which in later days were the emigrant wagons of the western plains. Each wagon had a tool box fastened on the side, and a tar bucket and water pail hung beneath. The last one of those old style wagons was owned by the late Henry Slaves. The horses were well fed, matched and strong with good harness and many jingle bells. The drivers were rough and ready men, who camped by the road side when night came, and would sit around the camp fires and tell stories, and enjoy their own repast, which consisted of flat cake, corn pone, fried in ham, bacon and eggs, and good coffee, and always had a pint of the very best whiskey for their stomach's sake, and never failed to thank the Lord for Timothy's stomach. The old pioneer wagoners were an honest and sociable class, and was always loyal to each other. When a driver was stuck in the mud he had to wait until another team came up when they would pull him out upon hard ground again.

Soon as the old wagon roads were constructed from the Warm Springs, and across the Alleghany Mountains, practically on the same route of the Staunton and Parkersburg pike but about 50 years before Claude Crozet located the new pike. Scores of those wagons were going and coming on the roads in the days when people were not dreaming of freight trains, and the large trucks and autos; and no doubt those pioneer wagons which was called "Conestoga" seemed as important then as a freight train, of a special truck line, now appears to us.

The early settlers of the Greenbank community would make a round trip to the city of Richmond in six weeks; they would take a load of yenson, and maple sugar and trade it in the city of Richmond for produce such as the pioneers needed. Later when Staunton became a railroad cen-

ter, they would make a round trip in about eight days from Greenbank.

Afterwards when the trains came nearer they would patronize the nearest station and hauled goods from Millboro, and later from Hot Springs, and still later from Huttonsville; and finally from Cass and Dorbin in 1902.

The 1920's saw the passing away of the covered wagons which have been supplanted by the large trucks which could make a round trip from Greenbank to Richmond in less than two days. No longer does distance of miles and the mountain wall, cut off the produce and resources of the east from the west. Yet 155 years ago the Greenbank community was shut off by the Allegheny mountains say Indian trails and rough roads, which have emerged into paved highways; and the pioneer's pack saddle, stage coaches and covered wagons and thimble horses are supplanted by trucks.

Great has been the natural resources of the country, that its prosperity has been bound up in the development of roads and highways, and is due in a large measure, to the energy, foresight, and self sacrifice of the pioneers of the community, who crossed the barriers and made it easy for others to follow.

BANK CASE REVERSED

On the 14th instant the Supreme Court at Charleston decided the case of the Bank of Marlinton against the stockholders of the Bank of Hillsboro. This was a suit brought to collect the double liability, and the greater part of the stockholders paid, but a few of them filed a cross bill charging mismanagement on the part of the directors of the bank, and sought to have the suit delayed until collection could be made from the directors. The Bank of Marlinton interposed a demurrer to the cross-bill, which the lower court overruled. The Supreme Court, in reversing the lower court, held that the Bank of Marlinton had the right to collect the liability immediately.

Administrator's Sale

As Administrator of the estate of the late John W. Irvine, I will sell at auction on Saturday, June 1, 1935, beginning at 11 a. m. at his late residence near Alderny, the following personal property:

One cow and calf, 18 good ewes and 22 lambs, one 2 year old heifer, vicirola and records, watch, cider mill, shoes, chairs, mountain rifle and shot-gun, traps, grindstone, barrels, jags, tools, farming implements and many other items.

Terms: All sums of \$20 and under Cash; over that amount a credit of four months, not with approved security.

Chas. Shinaberry,
 Administrator.

4-H Club Notes

The Willing Workers 4-H Club met at the Lobella School house May 20th for their monthly meeting. One of the members read a Bible selection. As our leader is going away to school we selected a new leader.

We discussed our projects, what we were doing on them. When the business session was completed a program followed. Poems and stories were read by the members. We then served refreshments and had a social hour.

Regina Armstrong,
 Reporter.

The Pop to Win 4-H Club held its regular meeting at the Woodrow school house, May 7, with eight members present and a number of guests. Mr. Dorsey and Miss Musgrave were present and gave a talk on projects.

Miss Musgrave taught us a new song. We had a good program and adjourned to meet the first Tuesday in June.

Ruby Sharp, Reporter.

On Wednesday night, May 15, the citizens of Edray community attended a public meeting given by the Edray Produce 4-H Club at the Edray schoolhouse. Among those present were I. B. Boggs, State 4-H Boys' Club agent and C. P. Dorsey, county agent, who gave very interesting talks.

The program was in honor of Mothers Day. It consisted of a play and several songs, with music by Robert Hevener and Randolph Reynolds. "All day" or "all night" suckers were served and the meeting adjourned. Our next business meeting will be the first Thursday night in June at the Edray schoolhouse.

Clark Baxter, Reporter.

Tuesday evening, May 14, the Evergreen 4-H Club held a public meeting at the schoolhouse. Plans were made for a picnic to be held during the summer to send club members to county camp, providing they had completed their projects. Olive Underwood was chosen as assistant leader of our club.

Shirley Underwood gave a demonstration of exact measurement of material.

Renick Underwood gave a very interesting talk on club work.

We had a marshmallow toast and played games. Following this we went to the church to the Singing school.

Reporter.

The Faithful Workers 4-H Club met at the Mt Lebanon schoolhouse and had our seventh club meeting. All members were present except one. After the program we had our business meeting. We adjourned to meet again June 6th.

The Hiawatha 4-H Club of Minnehaha Springs held their regular

monthly meeting at the school house May 16th. The roll was responded to by each member naming a place of Historic Interest in Pocahontas County.

Our leader, Miss Harpar, checked over our project work. We had our 4-H Suggestion reports.

Our club has been making studies of wild flowers, and making posters and booklets for the exhibit at the Fair.

Our social hour was in charge of the club. The next meeting will be June 13th when we are planning to have a picnic.

Erlene Dever, Reporter.

Dust Storms in Other Lands

Spectacular dust storms, such as have been so frequently in this country occurs from time to time in many other parts of the world, says the United States Weather Bureau.

One of the most remarkable dust-falls in history resulted from a great storm which raged over the dry steppes of southern Ukraine in 1928, blowing up such dense clouds of dust that day was turned into night. Such events are known on the Russian steppes as "black storms." It was estimated that 15,400,000,000 tons of earth was swept up from the soil. The greater part of this was deposited within the Ukraine, but about 2,000,000 tons fell in Rumania and 1,500,000 tons in Poland.

In March 1901 heavy dust storms occurred in the deserts of southern Algeria. A cyclonic storm sucked up dust and deposited it over an area extending as far as 2,500 miles from the place of origin. Reports from hundreds of observers indicated that 1,800,000 tons of dust fell over Europe, one third of which fell north of the Alps, on the African coast the deposit was estimated at 150,000,000 tons.

In 1902, a dust storm swept nearly the whole of Australia and the surrounding ocean as far as New Zealand. At Melbourne, according to one account, "the dust was at times suffocatingly dense and the upper air was so loaded with it that the sun was rarely visible. A many inland towns the darkness produced almost equaled that of the blackest night and in the houses nothing could be done without lamps or other means of lighting. Added to this were some phenomena of an even more terrifying character. At Boort and in some parts of the Riverina the storm was accompanied by a sort of globular lightning, and "fireballs" were seen falling in the fields and roads.

Electrical displays in the form of brush discharges (St. Elmo's fire) are not uncommon in connection with our American dust storms.

Born to Mr and Mrs Quinter J. Wooddell, of Bartow, May 16, 1935, a daughter, Nancy Maud.

Mens high grade overall at 79 and 98 cents, mens good quality work shirts 39c; 36 inch prints 10c, at the O J Morrison stores.

Town of Marlinton, W. Va.
FAC-SIMILE BALLOT
 Municipal Election, June 4, 1935

CITIZENS TICKET	THE PEOPLES TICKET	THE VOTERS TICKET
FOR MAYOR <input type="checkbox"/> J. M. Bear	FOR MAYOR <input type="checkbox"/> B. E. Smith	FOR MAYOR <input type="checkbox"/> J. M. Bear
FOR RECORDER <input type="checkbox"/> J. W. Hill	FOR RECORDER <input type="checkbox"/> D. C. Adkison	FOR RECORDER <input type="checkbox"/> J. W. Hill
FOR COUNCILMAN <input type="checkbox"/> Carl L. Sheets	FOR COUNCILMAN <input type="checkbox"/> Craig Richardson	FOR COUNCILMAN <input type="checkbox"/> June McElwee
FOR COUNCILMAN <input type="checkbox"/> Frank P. McLaughlin	FOR COUNCILMAN <input type="checkbox"/> Amos Wooddell	FOR COUNCILMAN <input type="checkbox"/> Frank Gehauf
FOR COUNCILMAN <input type="checkbox"/> W. L. Davis	FOR COUNCILMAN <input type="checkbox"/> A. G. Killingsworth	FOR COUNCILMAN <input type="checkbox"/> W. L. Davis
FOR COUNCILMAN <input type="checkbox"/> June McElwee	FOR COUNCILMAN <input type="checkbox"/> C. C. Clendenen	FOR COUNCILMAN <input type="checkbox"/> W. H. Arbogast
FOR COUNCILMAN <input type="checkbox"/> Wilbur Sharp	FOR COUNCILMAN <input type="checkbox"/> Henry King	FOR COUNCILMAN <input type="checkbox"/> Carl L. Sheets

I, J. W. Hill, Recorder for the Town of Marlinton, Pocahontas County, West Virginia, hereby certify that the above is a Fac-Simile ballot to be voted on at the Municipal Election to be held in the Town of Marlinton, W. Va., on Tuesday the 4th day of June, 1935 as certified to me.

Given under my hand this 18th day of May, 1935.

J. W. HILL,
 Recorder of The Town of Marlinton.

GREENBANK COMMUNITY HISTORY
 By R. W. Brown.

The roads of the Greenbank community, in the pioneer days were very rough affairs. The pioneers acted quite literally on the belief that a straight line is the shortest distance between two points. The pioneer road builders were inclined to go straight up hill and down; and would go directly over a ridge than to wind through a hollow, and contend with side cutting, laurel thickets and ledges of rock. They had no time for grading, and a road through deep, narrow passes was considered very dangerous, as they afforded a good opportunity for Indians to lay in ambush. But the woods had less underbrush than now and comparatively easy to open a wagon way; and as for bridges it was seldom that they were thought of. When the first settlers appeared in the Greenbank community Indian paths followed the valleys and crossed the ridges. The pioneers were